

Montana and the Sky



Vol. 41, No. 9

MONTANA AERONAUTICS DIVISION

September 1990

AIRPORT CONSTRUCTION UPDATE

By: John Styba
FAA Helena ADO Office

The summer has been a busy one on the state's airports with many construction projects complete, some recently started or nearing completion, and others slated to begin later this fall or next spring.

Summer construction projects which are now complete include:

Ennis: New runway, taxiway, and apron.
Miles City: Apron.
Jordan: New runway
Billings: New Runway 7/25.
Helena: Satellite Airport Rescue and Fire Fighting (ARFF) building.
Kalispell: ARFF building.

Projects nearing completion include:

Colstrip: Paving done; electrical to be completed within the next 30 days.
Cut Bank: Resurfacing of taxiways and runway done; some shoulder work left.

The following projects have recently been started or are about to begin:

Missoula: Reconstruct air carrier apron; expand terminal entrance road; reconstruct portions of taxiways.
Great Falls: Reconstruct taxiways and general aviation apron; entrance road lighting; airfield drainage; perimeter access road.

Bids have been made on the following which are expected to begin this fall or next spring:

Stevensville: Light runway; rehabilitate runway, taxiway, and apron.

Anaconda: Pave and light new runway; construct taxiways.

Missoula: Construct Runway 29 safety area; relocate county road.

GOVERNOR'S EAS TASK FORCE MEETS IN HELENA

The Governor's Essential Air Service Task Force met in Helena on August 8 to discuss the results of the Department of Transportation's rate negotiations with the two airlines bidding for Montana's EAS routes. The two airlines involved were Big Sky Airlines, Billings, and Alpine Air from Provo, Utah.

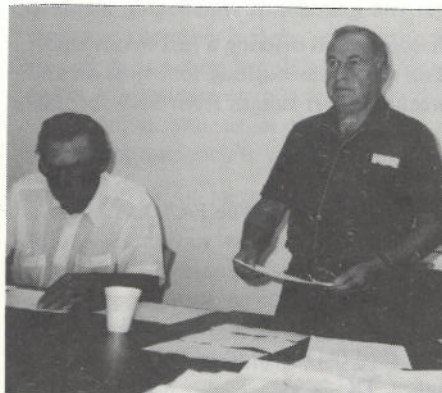
The EAS Task Force is made up of representatives from each of the Montana communities designated as essential air service points and includes a representative from Williston, North Dakota.

The selection of an EAS carrier was

begun last fall when the U.S. DOT requested bids from airlines interested in serving the route. Once bids are received, the bidding carriers go through rate negotiations with the DOT. At the end of this process, a summary of the negotiations is distributed to each affected community. Communities then have a specified time period in which to comment and/or recommend which carrier they would prefer.

Both Eugene Mallette, president of Alpine Air, and Terry Marshall, president of Big Sky Airlines, attended the Helena meeting to summarize their company's position and answer any questions community representatives had. Many of the communities had held local meetings to discuss the issues prior to the Helena meeting.

After discussion in Helena, the EAS communities voted to unanimously approve Big Sky Airlines' bid and recommended preferred route and schedules. Their recommendation was then forwarded to the DOT. At this writing, the final finding of the DOT has not been released.



Leon Jacobs discusses Lewistown's position during the Helena meeting. Seated is Ray Vogel, Havre.



Making a point during the meeting is Pete Pederson (center), Glasgow. Pederson represents Glasgow and also the Aeronautics Board. At left is Jack Daniels, EAS representative from Williston, North Dakota. Right is Gary Ness, director of the North Dakota Aeronautics Commission.

Administrator's Column

Pilots to Report DUIs to FAA. The FAA has adopted a new regulation which requires pilots to report any drug or alcohol related driving convictions to them (FAA). If a pilot has had two or more such convictions within a three-year period, the FAA will be able to suspend or revoke his or her pilot certificate. This new rule takes effect November 29, 1990, and provides an express consent which authorizes the FAA to use information from the National Driver Register to identify pilots having been convicted of driving under the influence of drugs or alcohol.

* * * * *

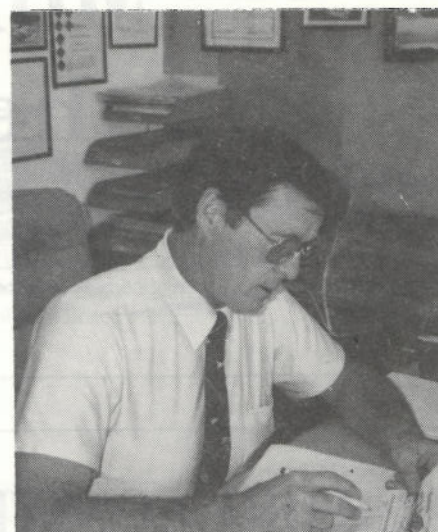
Why Mode S Transponders? First, what does Mode S do which Mode C does not do? Mode C is actually altitude reporting add-on equipment for a Mode A transponder. Mode A with Mode C added gives distance, direction, and height information; and Mode S, in addition to distance, direction, and height, will provide the FAA controllers with your aircraft identity, which includes ownership information. WHY IS IT SO IMPORTANT FOR THE FAA TO HAVE OUR IDENTITY?? Didn't we already give them this information? Well, not always. There are several suggested reasons being batted around as to the real underlying reasons the FAA wants this information, including enforcement actions for incursions into a TCA or any other flight deviations. Possibly the real reason behind Mode S is for future computerized billing capability so users can be automatically billed for airspace, air traffic control services, and navigation aids. Interesting thoughts, and I certainly hope there is nothing to this. But having experienced such fees while flying in foreign countries, maybe this is the direction our government is heading toward. Canada is proposing air navigation fees at the present time. Admittedly, the FAA plans for the Mode S to have a data link capability so aircraft can receive computerized data without relying on voice communications. The reported cost of the Mode S transponder is estimated to be about \$4,500 without the data link and about \$12,000 with the data link. It is my opinion that Mode S will add nothing significant over Mode C to benefit safety; and if I'm correct, then how can the FAA justify imposing the tremendous cost burden associated with forcing users to discard their Mode C transponders and install new Mode S transponders. The FAA's original deadline for Mode S is now about five years behind schedule, plus the unavailability from manufacturers has forced the deadline to be extended to July 1, 1992. However, Mode C cannot be manufactured after December 31, 1990. The federal General Accounting Office (GAO) has criticized the FAA over their Mode S program to change over their air traffic control surveillance and communication system and has recommended that the FAA should cancel plans to replace remaining beacon radars with Mode S capability until the system is demonstrated to work and provide anticipated benefits. The FAA's targeted completion date is now five years behind schedule, and the FAA may unnecessarily spend over \$1 billion to purchase the additional Mode S systems because they (FAA) did not properly address the benefits or costs. The GAO further stated that government procurement guidance calls for major systems to be developed and tested before an agency awards a contract and the FAA has not yet prepared test plans and procedures.

* * * * *

Aviation Fuel. The National Air Transportation Association is offering a fuel trends report which will include both wholesale and retail prices as well as the outlook for crude oil and aviation fuel supply and price. The cost of this weekly report ranges from \$119 for participating members to \$349 for non-members.

* * * * *

FAA Proposes New Navigation Requirements for Ocean Flying. The FAA has issued a Notice of Proposed Rulemaking (NPRM) which sets forth certain new navigation equipment requirements for aircraft flying the high seas. The proposal will require the local FAA Flight Standards District Office to certify that the aircraft meets the navigation equipment requirements. Comments are due prior to January 3, 1991, and should be mailed to the FAA Office of the Chief Counsel, Attention: Rules Docket (AGC-10), Room 915-G, Docket No. 26327, 800 Independence Ave., S.W., Washington, DC 20591.



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AOM BOARD MEETS IN BILLINGS

The Board of the Aviation Organizations of Montana met on August 24 in Billings. Discussion covered budgeting, legislation, and the 1991 Montana Aviation Conference.

A Budget Committee appointed at a previous meeting presented a proposal to the Board which included funds for supplies, communications expenses, secretarial services, and AOM projects.

The group discussed thoroughly the need to set aside contingency funds in the event that a Conference might be a financial failure due to weather or other unforeseen circumstance. Accordingly, they took action to take a portion of the AOM treasury (which comes from proceeds of the Conference) and set it aside in a Certificate of Deposit which will come due in March. If it is not needed for the Conference, it will be rolled over for another year.

The amount in the contingency fund will be gradually increased from Conference proceeds until it reaches a level with which the aviation groups feel comfortable as a "set aside" for Conference contingencies.

Conference profits are now split with the host organization(s) receiving 30% and the remaining 70% being turned over to AOM to be used for projects for the betterment of aviation in the state. Among the business to be discussed at the 1991 Conference will be the possibility of changing that split as the contingency fund reaches an agreed-upon level.

The AOM Board also received an update on work done by their Legislative Committee and on the formation of a state Department of Transportation. They intend to invite Commerce Director Chuck Brooke to their next meeting to visit with him about the proposed DOT.

Monte Eliason, Kalispell, president of MAMA and AOM Board member, gave the group an update on the 1991 Conference, which will be held February 27 - March 2 at the Outlaw Inn in Kalispell. They are in the process of securing featured speakers and entertainment and letters will be sent late in September or early October to exhibitors.

The next meeting of the AOM Board will be held on November 2 at the Aeronautics Division offices in Helena.

FORMER AERONAUTICS COMMISSION CHAIRMAN DIES

Jack R. Hughes, Montana aviation pioneer, died in Missoula in July. He was 73.

Hughes began his aviation career in 1939 and was active his entire life. He was a member and chairman of the Montana Aeronautics Commission, serving from July 1963 until June 1971. He was president of the Montana Aviation Trades Association and the Helicopter Association of America and was a member of the OX-5 Aviation Pioneers.

Born in Butte and raised in Missoula, Hughes attended the University of Montana and served as a flight instructor in the U.S. Army Air Force Reserve from 1943 to 1944.

He was chief pilot, general manager, and president of Johnson Flying Service in Missoula and was instrumental in the development of aerial fire fighting and mountain rescue techniques. He was the first helicopter pilot licensed in the state of Montana and pioneered the use of helicopters in fire fighting.

A flight instructor and designated flight examiner, Hughes logged over 21,000 hours of flight time.

His expertise and professionalism in all areas of flight impressed all who knew him. Many of those he trained from the Missoula area went on to professional jobs in the aviation field.

CALENDAR

Oct. 5 - 7 — MFF Convention, Kalispell.

Oct. 14 — Dedication of Ennis Big Sky Airport, Ennis. (See further information elsewhere in this newsletter.)

Oct. 20 — Pig Roast, Great Falls International Airport. Sponsored by Great Falls Hangar, MPA. (See further details elsewhere in this newsletter.)

Nov. 2 — AOM Board Meeting, Helena.

Dec. 6 - 7 — Montana Aeronautics Board Meeting, Helena.

Feb. 15 - 17 — Flight Instructor Refresher Clinic, Helena.

Feb. 27 - March 2 — 1991 Montana Aviation Conference, Outlaw Inn, Kalispell.

AERONAUTICS BOARD MEETS AT YELLOWSTONE

The Montana Aeronautics Board held their regular meeting on September 6 - 7 at the Terminal Building on the Yellowstone Airport. Special guests at the meeting were Lt. Gov. Allen Kolstad, Department of Commerce Director Chuck Brooke, and West Yellowstone civic leaders.

Numerous items of discussion filled the two-day meeting. Due to newsletter deadlines, a full report of the meeting will be published in the next issue.

REPORTED UNSAFE CONDITIONS AT MONTANA AIRPORTS

Montana Pilots: You are requested to report to us any unsafe conditions observed at Montana's airports. Do not report operational problems or operation safety hazards. We solicit these comments as a service to all subscribers so that this column can disseminate these observations and improve pilots' awareness of hazards. Montana Aeronautics will not edit or make judgements concerning any reports as to their merit, nor will we institute any reprimand or other actions against the airport owner with regard to these remarks. What we will do is act on behalf of all Montana pilots to recommend correction to the airport owner to eliminate or reduce liability they may have with respect to any unsafe condition so identified. You, as an observer, may remain anonymous, and will always remain so in our correspondence to airport owners.

Whitefish. Check NOTAMs for condition of airport. Baled hay may be on or near runway environment.

Wisdom. Turf strip is in very poor condition, the south half particularly so. Conditions to warrant its poor condition are tall grass over two feet high, gopher and badger holes, and unmarked thresholds. Advise takeoffs and landings to the south conditions permitting, ensuring ground rolls are completed prior to the midway point where the above conditions worsen substantially.

ALBERTA AVIATION COUNCIL AIR TOUR '90



The Stars and Stripes flew with the Canadian Maple Leaf during ten days in August when the Alberta Aviation Council Air Tour '90 traveled through Montana.



A catered dinner arranged by the Great Falls Hangar of the MPA is served at Benchmark.



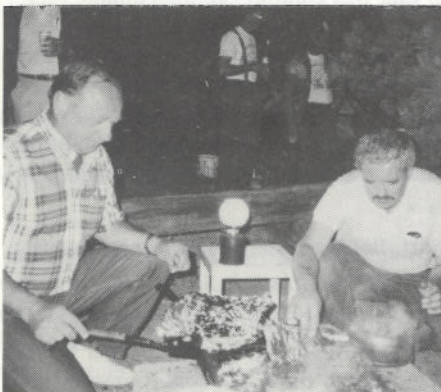
Signing in at the pilots' register at Benchmark Airport on August 1, the first night out. Twenty-five aircraft and about fifty Canadians made the tour through Montana August 1 - 10.



A thorough check of the aeronautical chart before taking off from Benchmark for Billings and a tour of the Custer Battlefield.



From Billings to West Yellowstone and a stay in the campground on the Yellowstone Airport - chilly at night even though the days were warm and sunny. The stay here was highlighted with a bus tour through the Park.



Why does campfire food always taste so much better than anything you can do at home?



MAAA President Bud Hall is presented with an Air Tour T-shirt by Bruce Goodwin, AAC Air Tour Chairman, upon the Canadians' arrival at the Antiquers' annual fly-in at Three Forks.



New friendships are the best part of such an event. Visiting here at the Three Forks Fly-In are Celestine Lacey, Helena; Phyllis Sammons, Cut Bank; and Penny McClung, Grande Prairie, Alberta.



A highlight of the group's stay in Helena was a trip through the Gates of the Mountains with a catered dinner in the canyon.



Another T-shirt presentation - this one by Goodwin to Ted Beck, president of the Vigilante Hangar, MPA, in Helena during the barbecue arranged by the Hangar.



Canadian Bram Tilroe (right) gets some advice at Kalispell City Airport prior to leaving for home.



A large group gathers in a hangar on Kalispell City Airport for food, entertainment, and conversation and a farewell to the Tour participants arranged by the Flathead Hangar, MPA.



On behalf of the Aeronautics Division, Fred Hasskamp (left) accepts a beautiful plaque presented to the Montana Aeronautics Division by the Alberta Aviation Council for "...cooperation in making the 1990 Wild West Air Tour an overwhelming success." Presenter is Hal Rainforth, president of the Alberta Aviation Council.

WHETSTONE HONORED AT DEL BONITA

At a special ceremony on August 1, former International Boundary Commissioner Frank Whetstone was honored at Whetstone International, the border crossing airstrip at Del Bonita.

The ceremony took place during a welcome for the Alberta Aviation Council Air Tour '90 as the Canadians cleared customs at Whetstone International to begin their tour of Montana. The Montana and Alberta Flying Farmers organizations provided lunch following the welcome and presentation ceremony.

The airstrip at Del Bonita was formally opened on June 16, 1984, after being built through volunteer labor and donated materials by the Flying Farmers of both countries and the Cut Bank MPA. The Montana Aeronautics Division provided technical assistance, unicom, runway cone markers, windsock, and airport liability insurance.

Whetstone was presented with a plaque which honored him for "...his notable contributions toward the development of the border crossing airstrip at Del Bonita..." He was Boundary Commissioner at the time the airstrip was built and was instrumental in helping clear the way for its construction.



Herb Sammons (far left), Cut Bank, welcomes the Canadians to Montana just prior to making the presentation of the plaque to Frank Whetstone. Sammons was chairman of the Montana Aeronautics Board at the time the Whetstone International Airstrip was built.



Frank Whetstone displays the plaque he received.

AOPA MONITORING FUEL PRICES

Fluctuations in aviation fuel prices will be monitored by the Aircraft Owners and Pilots Association, which announced that it will survey more than 1,200 aviation fuel providers on a monthly basis. Information will be compiled on average fuel prices on a state-by-state and regional basis.

AOPA conducts a fuel price survey that is released every three months but will now conduct the survey monthly until the Middle East crisis has been resolved. AOPA has also contacted all oil producers and is writing to more than 6,500 FBOs encouraging them to hold the line on fuel price increases.

"By surveying retail fuel providers, AOPA Average Aviation Fuel Prices by State

100LL Avgas		
State	June 1990	8/29/90
Alabama	\$1.97	\$2.05
Alaska	\$2.00	\$2.09
Arizona	\$1.86	\$1.94
Arkansas	\$1.88	\$2.00
California	\$1.86	\$2.02
Colorado	\$1.92	\$2.00
Connecticut	\$1.98	\$2.11
Delaware	\$1.93	\$2.04
Florida	\$1.94	\$2.04
Georgia	\$1.94	\$2.01
Hawaii	NA	NA
Idaho	\$1.88	\$1.96
Illinois	\$1.96	\$2.07
Indiana	\$1.90	\$1.98
Iowa	\$1.90	\$1.97
Kansas	\$1.83	\$1.90
Kentucky	\$1.96	\$2.03
Louisiana	\$1.96	\$2.05
Maine	\$2.04	\$2.04
Maryland	\$1.77	\$1.81
Massachusetts	\$1.92	\$2.04
Michigan	\$1.91	\$1.99
Minnesota	\$1.84	\$1.95
Mississippi	\$1.97	\$2.04
Missouri	\$1.95	\$2.03
Montana	\$1.92	\$2.01
Nebraska	\$1.90	\$1.99
Nevada	\$2.04	\$2.17
New Hampshire	\$1.81	\$1.87
New Jersey	\$1.99	\$2.10
New Mexico	\$1.93	\$2.01
New York	\$2.11	\$2.20
North Carolina	\$1.90	\$1.93
North Dakota	\$1.80	\$1.92
Ohio	\$1.83	\$1.91
Oklahoma	\$1.81	\$1.93
Oregon	\$1.90	\$1.97
Pennsylvania	\$1.79	\$1.90
Rhode Island	\$2.06	\$2.11
South Carolina	\$1.94	\$2.10
South Dakota	\$1.81	\$1.94
Tennessee	\$1.99	\$2.06
Texas	\$1.85	\$1.98
Utah	\$1.89	\$1.95
Vermont	\$2.10	\$2.19
Virginia	\$1.85	\$1.95
Washington	\$1.97	\$2.16
West Virginia	\$1.72	\$1.84
Wisconsin	\$1.91	\$2.04
Wyoming	\$1.94	\$2.05

NA - Not Available

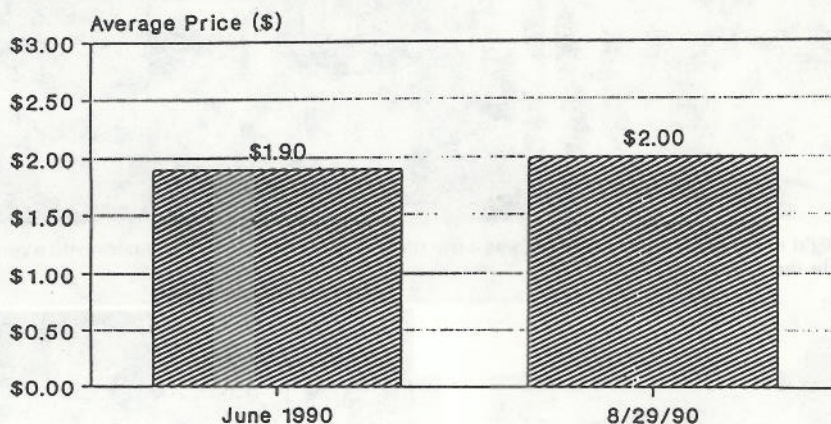
can provide timely information to pilots as consumers and alert them to who is keeping prices down and anyone who might be taking advantage of the fuel crises," according to John Baker, AOPA president. "The data and trend information will assist consumers

in making more informed decisions on where to purchase fuel and give aviation users a better idea of the magnitude of the situation."

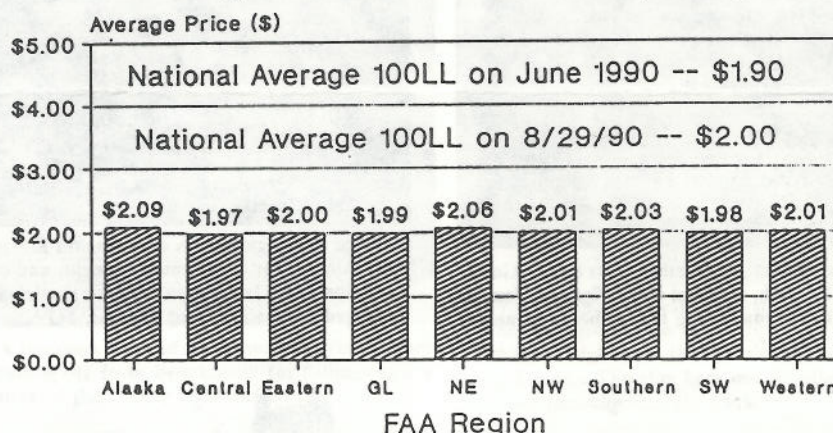
Baker added that the data gathered by AOPA is a national sample and therefore is not precise or scientific.

AOPA FUEL WATCH 8/31/90

Average Price of 100LL Avgas



Average Price of 100LL by Region



DEDICATION TO BE HELD AT ENNIS

The new paved runway at Ennis Big Sky Airport will be formally dedicated on October 14. Dedication ceremonies are scheduled for 11:00 a.m.

A fun day is planned around the dedication beginning with a pancake breakfast sponsored by Big Sky Flying Club. Pancakes will be served from 8:00 a.m. to 1:00 p.m. - free, with donations welcome.

National Guard aircraft will be on display as well as a display from Bozeman Deaconess Hospital and other static displays.

Other activities are being planned. For further information, contact Madison Valley Aircraft at 682-7431.

PIG ROAST TO BE HELD AT GREAT FALLS

The Great Falls Hangar of the MPA has planned a pig roast for Saturday, October 20. It will be held on the Great Falls International Airport.

Socializing and tours of local sites will occupy Saturday with the pig roast and hangar dance Saturday evening. A fly-away pancake breakfast will be offered on Sunday morning.

For more information call Bruce Patterson at 453-6007 or Dave Gates at 761-8534. The Hangar will be mailing flyers with more details in the near future.

NAV AIDS IMPROVEMENTS COMPLETED

By: Mike Rogan
Aviation Representative

Jerry Burrows and I drove to several airports August 22 - 23 and completed some nav aids improvements.

On August 22 we moved the unicom in Fairfield from John Kinna's house to Lloyd Ward's. The frequency of 122.9 multicom for off airport use is still the same.

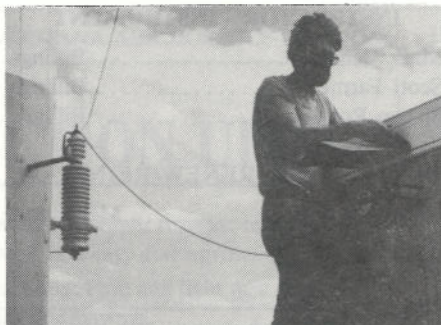
We also stopped in at the Conrad NDB and repaired a broken guide wire, cleaned up counterpoise connections, and installed a lightning protector and bowl insulator on the transmitter building.

On August 23 we installed a monitor in the sheriff's office at Chester for the Chester NDB. This monitor alarms any time the NDB is off the air, and the dispatcher in turn calls and informs us so that we can get the NDB back on the air as soon as possible.

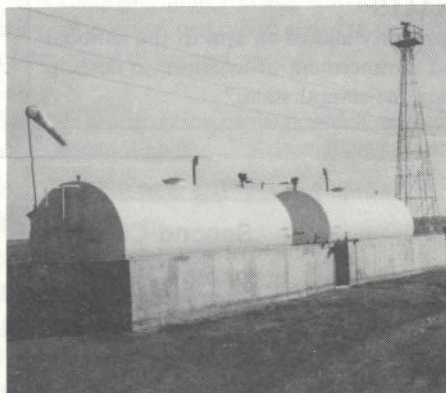
We also troubleshot a problem with the VASI on the Chester airport. We found a bad day/night relay in the system. Currently the

system is switched to the day position, so the intensity is greater until the new relay arrives and can be installed.

While checking the NDB at Shelby we looked over the new above-ground fuel tanks recently installed there. As they work to bring fuel storage facilities into compliance with the new EPA requirements, many Montana airports are considering the installation of above-ground tanks.



Mike Rogan installs a rain shield over the bowl insulator on the NDB transmitter shack at Chester.



New above-ground fuel storage tanks have been installed on the Shelby Airport.



The unicom at Fairfield was moved to Lloyd Ward's home - here Jerry Burrows installs the antenna on the roof.

FAA ISSUES CERTIFICATES

PRIVATE

Jackson Beighle	Missoula
Mark Dobeck	Belgrade
Mark Fossum	Rugby
David Gorton	Billings
Marty Hanson	Columbia Falls
John Johnson	Bigfork
Shawn Lockwood	Volborg
Timothy McGinnis	Billings
Dean Ossello	Butte
Garth Thompson	Kalispell
Jeff Turner	Big Sandy
Paul Abel	Missoula
Audie Anderson	Townsend
Bryan Carson	Bigfork
Ricky Cooper	Boulder
Glen Cunningham	Colstrip
Edward Maronick	East Helena
Jeffrey Schell	Billings
Christopher Koelzer	Billings
(Glider)	

COMMERCIAL

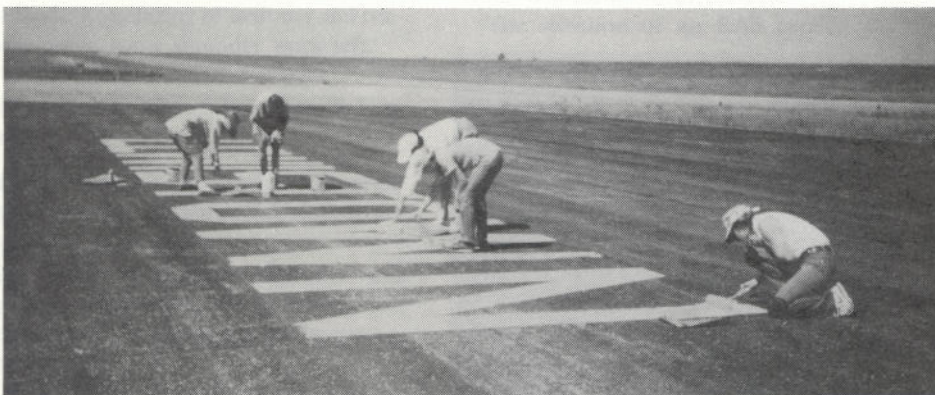
Errick Olson	Richey
Shawn Roods	Billings
Floyd Shirk	Sidney
Tim Wilkins	Great Falls

COMMERCIAL MULTIENGINE

Andrew Fodor	Great Falls
Bonnie Van Dyke	Great Falls
Harold Smith	Helena

continued on page 8

99S AIRMARK LEWISTOWN



The 99s airmarked Lewistown on July 14. Paint for these projects is provided by the Montana Aeronautics Division. It takes lots of paint and lots of bending.



Mixing paint are (from left) Gail Sanchez, Shelburn (Steel) Murray, Cindy Tate, and Dorothy Albright. Following the airmarking the group enjoyed a pot luck lunch in the Albrights' motor home.

continued from page 7

COMMERCIAL INSTRUMENT

Terry James Great Falls
Floyd Shirk Sidney
Michael Larsen Billings
August Lindberg Cut Bank
Christopher Wagner Bozeman
Shawn Zimmerman Kalispell

ATP

Raymond Winn Frenchtown
Rich Palmersheim Fromberg

ATP MULTIENGINE

Joseph Scott Billings
Duane Wright Billings

INSTRUCTOR

Scott Crawford Missoula
James Kelly Billings
Shawn Roods Billings
Christopher Wagner Bozeman

INSTRUCTOR - MULTIENGINE

Gerald Bullinger Billings
Joseph Scott Billings

INSTRUCTOR - INSTRUMENT

Mark Benner Billings
Scott Farmer Billings
Shawn Roods Billings

INSTRUCTOR RENEW/REINSTATE

Clint Collins Manhattan

Bradley Duerst Billings
Alfred Hardy Plentywood
David McKee Stevensville
Gregory Ugrin Miles City
William Wyman Polson
William Koss Billings
Richard Palmersheim Fromberg
John Willis Billings

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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states"



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